

Alexandria Gazette and Virginia Advertiser.
PUBLISHED DAILY.
At \$100 Dollars per annum, payable half yearly.

Alexandria Gazette and Virginia Advertiser.
PUBLISHED DAILY.
At \$100 Dollars per annum, payable half yearly.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

Advertisements not exceeding one column, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper, and not more than three lines, to be inserted in the first issue of the paper.

ORANGE & ALEXANDRIA RAILROAD.
TWO DAILY TRAINS.
ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

ON AND AFTER FRIDAY, June 29th, 1860,
TWO TRAINS will leave Alexandria daily,
for Lynchburg and the Southwest, connecting at
Gordonsville with the Train on the Virginia Central
Railroad, for Richmond, Charlottesville, Staunton,
Stanton, &c., and with the Train on the Manassas
Gap Railroad, for Woodstock, Mt. Jackson, &c.

FIRE INSURANCE NOTICES, &c.
ALEXANDRIA AGENCY
OF THE
NORTHERN ASSURANCE CO., LONDON.
HEAD OFFICE FOR THE UNITED STATES,
No. 37 South Third Street, Philadelphia.

SECURITY TO POLICY HOLDERS.
THIS old and responsible Company insures
against loss or damage by Fire, almost every
description of property, and offers to Merchants
and others desiring insurance, the security of an
actual Capital of \$6,298,500, for the whole of which,
and for any liabilities beyond, the Shareholders are
individually responsible, even to the extent of their
entire fortunes. The Shareholders number
about one thousand, and a large portion of
these are persons of great wealth, the most ample
provisions exist for meeting every possible claim
against the Company.

IN appointing an Agent for the United States,
the Company has empowered him "to appear to
and accept any action or legal proceedings in
relation to the Company, in the same manner as if
the Company were a Corporation or Company established
by the laws of the United States, or any of the several
States."

A SPECIAL PERMANENT FUND HAS BEEN PLACED
AT THE DISPOSAL OF THE AGENT AT PHILADELPHIA,
TO ENABLE HIM TO ADVANCE AND PROMPTLY PAY ALL
LOSSES, WITHOUT REFERENCE TO THE SHAREHOLDERS,
LIBERALLY TO THE INSURED.

The uniform course of the Company has always
been a liberal one towards Policy Holders. No just
claim has ever been disputed, and prompt pay-
ment of losses is a standing rule. During the
year 1859, losses exceeding \$250,000 were paid,
losses paid as soon as the amount is ascertained.

ANNUAL INCOME.
The Income of the Company is now about \$1,
000,000, increasing gradually each year, showing
that it has the confidence of the different com-
munities in which business is done.

RATE OF PREMIUM.
The Rate of Premium will be moderate, and in
all cases will be based upon the character of the
owner or occupant, and the merits of the risk.
The conditions of insurance are framed with the
greatest liberality.

JAMES T. CLOSE, Agent.
Office in Exchange Block, on King Street.
Sep 28-4ly

SOUTHERN PROTECTION INSURANCE
COMPANY.
ALEXANDRIA, VIRGINIA.
CAPITAL OVER \$300,000 DOLLARS.
AND CONSTANTLY INCREASING.

The Charter of this Company offers more favor-
able advantages to the farmer and others than any
other Company chartered in the State, by insur-
ing with it, a premium upon the property, the ap-
plicant, he can pay the full amount of the premium
in cash, or by electing a cash insurance for two
years, the insured saves one-eighth of the amount
he would otherwise have to pay, or by becoming a
member, and giving a small premium note, the in-
sured saves one-half of the amount charged by
Stock Companies, when insuring from year to
year. This is the advantage resulting from the
combination of the

CASH AND MUTUAL PRINCIPLE.
The Company commenced insuring Policies
against loss or damage by fire, on the 13th day
of March, 1854, since which time over seven thousand
seven hundred persons have insured and become
members of the Company, and over seventy thou-
sand dollars have been paid for losses. Having in-
creased our business during the past year, we feel
grateful for the liberal patronage bestowed upon
the Company thus far, and for its flattering pros-
pects of future usefulness. The Directors hope
and believe that, by prudent conduct, and a rigid
system of economy, they will establish for this
Company a reputation for cheapness and safety
not surpassed by any Company in the United States.

All differences in settlement of losses, may be
determined by three independent arbitrators, the in-
sured, where such loss has happened, to be mutually
chosen by the insured and the Company.

DIRECTORS:
H. W. Thomas, James T. Close,
R. Robertson, Thomas T. Hill,
Dr. R. H. Stabler, R. B. Carter,
Christopher Neale, Wm. Wright,
Dr. L. Lipscomb, R. P. Lester,
Silas Bigsby, George E. Nalle,
A. M. Turner, George E. French,
Wm. C. Knight.

OFFICERS:
H. W. Thomas, Pres't. Thomas T. Hill, Treas'r.
R. Robertson, Sec'y. Wm. Wright, Sec'y.
J. A. T. Close, Attny & General Agent.

THE FIRE INSURANCE COMPANY OF
ALEXANDRIA, continues to insure against
Fire, generally, in Town and Country as heretofore,
on the most reasonable terms.

BOARD OF DIRECTORS:
Alexander H. Gove, President.
William Edgely, James P. Smith,
Robert Jamieson, Thomas B. Keith,
Thomas H. Keith, Robert G. Viotet,
William H. Fowle, Thomas G. Cornick,
John H. Brent, John Withers.

Office hours from 9 to 11, and from 2 to 3 1/2
o'clock, on King Street, near St. Asaph.
10-4-4ly

THE POTOMAC INSURANCE COMPANY
OF ALEXANDRIA, offers reliable insurance
for such FIRE and MARINE RISKS as the
Board of Directors may see fit to insure.

Also, as a Savings Bank, receives
MONEY ON DEPOSIT, allowing interest, and
investing the same agreeably with their Charter.

Board of Directors:
D. BOYD SMITH, President.
S. A. Ashby, Wm. N. McVeigh,
Cassius F. Lee, N. Boush,
Benjamin Barton, Lewis McKenzie,
Wm. H. Powell, Sec'y.

CABINET, CHAIR, AND SOFA MANUFACTORY.
T. O'NEAL, No. 130 King Street, Alexandria, Va.
Having lately fitted up one of the best and
most complete works in the city, for the man-
ufacture of Furniture, I respectfully invite
public attention to my large stock of FURNI-
TURE, which I am constantly increasing.

Persons visiting our city will find it to their advan-
tage to call on me, as the prices of my goods
are very low, and the quality is such as to over-
come the wants and views of all. My stock com-
prises Mahogany Sofas, Rocking, and Wood Sleds,
Sitting Chairs, Sideboards, Dressing Bureaus,
Marble-top and Marble-bottomed Cases, Wash-
stand, Marble-top and Marble-bottomed Cases,
Fancy Tables, Cottage Set, Bedsteads of all pat-
terns, such as High, Fielding, French, Low-Post,
Trundle Bedsteads, several patterns of Cottage
Bedsteads, Hat Racks, Wardrobes, Looking Glass-
es, and a large number of other articles embraced
in the business.

Also, Beds, Bolsters, Pillows, Mattresses, &c.,
constantly on hand.

JAMES H. DEVAUGHN.
DINNER AND TEA SETS.
FRENCH PORCELAIN DINNER SETS,
white gold and decorated.

English White Granite TEA SETS and PIECES,
gold, gilt and decorated.

English White Granite TEA SETS and PIECES,
gold, gilt and decorated.

English White Granite TEA SETS and PIECES,
gold, gilt and decorated.

English White Granite TEA SETS and PIECES,
gold, gilt and decorated.

English White Granite TEA SETS and PIECES,
gold, gilt and decorated.

English White Granite TEA SETS and PIECES,
gold, gilt and decorated.

THE GREATEST SALE OF THE FINEST LAND,
AND MORE OF IT, THAN HAS BEEN SOLD
IN VIRGINIA FOR THE LAST 50 YEARS.
ALSO, 165 VALUABLE NEGROES.

COMMISSIONERS' SALE OF LAND AND SLAVES.
A large tract of land, entered in the Circuit
Court for Caroline county, entered in the case of
Corbin, &c., vs. Corbin and others, the undersigned,
the Commissioners appointed for that purpose,
will offer at public auction, to the highest bidder,
on Friday, the 22nd day of September, 1860, at
Moss Neck, the land, slaves and perishable prop-
erty in the proceedings in said suit mentioned.

The land comprises about FOUR THOUSAND
ACRES. It is situated on both sides of the Rappa-
hannock river, and is a large portion of the cele-
brated Rappahannock river bottom, not subject to over-
flow, is of great fertility, in a high state of cultivation,
and is well adapted to the growth of wheat, corn
and tobacco.

The land is contiguous to Post Offices, to Churches, to
longing to different denominations of Christians, and
is in the midst of a healthy neighborhood, well
settled, and a cultivated and excellent soil, equal
to any in Virginia.

The tract is divided by the Rappahannock river
into two tracts, Moss Neck containing about
TWO THOUSAND TWO HUNDRED ACRES, lies on the
south side of the river in the county of Caroline.

About 600 acres are in wood—heavy timber of
oak, hickory, &c., and a large tract of arable land
of fine quality, some 600 acres being river bottom,
the remainder a stiff clay soil.

The improvements on this tract consist of a
large and elegant brick 8x10x12, finished
with marble floors, three passages, and six por-
ches, a large hall, three parlors, and a large
trunked DWELLING HOUSES, gas works,
with all the appliances, an office, and all the
necessary farm buildings on each.

Shedding for sixty horses, six large barns and
granaries, sixteen negro cabins, wharf, and a fishery
with brick chimneys; a hotel, and a school
can be established on the land.

This tract is bounded on three parcels, each
of ONE HUNDRED AND SIXTY FIVE SLAVES,
comprising mechanics, house servants and farm
hands. An unusually large and valuable lot of
negroes, and a large number of horses, oxen,
cattle, of improved breeds, and all the usual plan-
tation and household implements, of the best kind
and construction.

Terms of Sale.—For the negroes cash will be
required. A credit of six months, with interest
from the day of sale, for the perishable property,
and for the improvements, and for the purchase
money will be required in cash for a portion of the
residue an extended credit will be given, the per-
sonal security and a deed of trust on the premises.

The sale will be made on Monday, the 22nd day
of September, at 12 o'clock, at the residence of
Richard Corbin, residing at Moss Neck, and S.
Wellford Corbin at Farley Vale, show the premises
to any one desiring to examine them.

Any communication may be addressed to, and
further information will be furnished by
T. B. BARTON, Counsel and
W. S. BARTON, Comm'r of Sale,
Fredericksburg, Aug 28-4ly

BY T. B. BARTON, ATTORNEY.
"THE FINEST LAND FOR SALE." In ex-
ecution of a decree of the Circuit Court of
Fairfax County, rendered at June Term, 1860, in
the case of Bernard Kirby and wife against Mary
Collard and others, I will offer for sale, at public
auction, in front of the Mayor's office, in the city
of Alexandria, on Saturday the 1st day of Sep-
tember, next, at 12 o'clock, the well known, and
beautifully located FARM, called "RETIRE-
MENT" which was devised by the late Samuel
Collard to his grandchildren, the parties to the
above mentioned case. The tract of land is in the
County of Fairfax, and adjoins "Huntley," the beau-
tiful estate of Mrs. Betsey C. Mason and contains
100 ACRES. The farm is a beautiful and healthy
location, and is well adapted for a residence, and
for the cultivation of DWELLING HOUSES, and
all necessary farm buildings; the dwelling
is situated on a commanding eminence, in full view
of the Potomac river and overlooking the beauti-
ful valley commonly called the "Backlick," and
the surrounding country is a delightful and healthy
residence at a rate proportionate to its location.

Terms of Sale.—Ten per cent of the purchase
money to be paid in hand, the balance in three
equal payments at 6, 12 and 18 months, from the
day of sale, the interest to be paid quarterly, and
the title to be retained until the purchase money
with approved security, and retention of the title,
until said payments are made, the cash payment to
be forfeited, and the land resold, upon failure of
the purchaser, to enable him to pay the balance of
the purchase money.

LAWRENCE B. TAYLOR,
Commissioner.

BY JOHN T. CRIGHTON—ATTORNEY.
Authority is now vested for the benefit of
whom it may concern, I will sell at public
auction ON SATURDAY MORNING next, Sep-
tember 1st, at 10 o'clock, A. M., at the northwest
corner of the City of Alexandria, a lot of
SCHOOL DESKS, BENCHES, &c. Sale pos-
itive. Terms cash. D. L. SMOOT,
Aug 27-4ly

DESIRABLE FARM FOR SALE.—Offer for
sale my FARM, containing about 350 ACRES
OF LAND, in Fairfax County, Virginia, situated
on the line of the Orange & Alexandria Rail-
road, one mile from Burke's Station, and four
miles from the city of Alexandria, and is well
adapted for a residence, and for the cultivation of
wheat, corn, &c. There are about 150 acres heavily tim-
bered, (original growth), immediately on the Railroad, and
the remainder well set in grass, and in a good state
of cultivation. The improvements consist of
a large and elegant brick 8x10x12, finished
with marble floors, three passages, and six por-
ches, a large hall, three parlors, and a large
trunked DWELLING HOUSES, gas works,
with all the appliances, an office, and all the
necessary farm buildings on each.

The land is contiguous to Post Offices, to Churches, to
longing to different denominations of Christians, and
is in the midst of a healthy neighborhood, well
settled, and a cultivated and excellent soil, equal
to any in Virginia.

The tract is divided by the Rappahannock river
into two tracts, Moss Neck containing about
TWO THOUSAND TWO HUNDRED ACRES, lies on the
south side of the river in the county of Caroline.

About 600 acres are in wood—heavy timber of
oak, hickory, &c., and a large tract of arable land
of fine quality, some 600 acres being river bottom,
the remainder a stiff clay soil.

The improvements on this tract consist of a
large and elegant brick 8x10x12, finished
with marble floors, three passages, and six por-
ches, a large hall, three parlors, and a large
trunked DWELLING HOUSES, gas works,
with all the appliances, an office, and all the
necessary farm buildings on each.

Shedding for sixty horses, six large barns and
granaries, sixteen negro cabins, wharf, and a fishery
with brick chimneys; a hotel, and a school
can be established on the land.